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HONGKONG, SATURDAY, JULY 2ND, 1910.

大英報

英一千九百一九年七月二日

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Hongkong, 29th April, 1908. [472]

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ST FLOOR, ROOMS 2 and 3. From the
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Hongkong, 27th January, 1910. [364]

SIEN TING
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Hongkong, 21st September, 1905. [432]

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11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
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MANAGER,

Hongkong, 24th July, 1905. [453]

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TELEGRAPHIC ADDRESS "COMFORT,"

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Hongkong, 4th December, 1907. [455]

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Macao is 40 miles south-west of Hongkong.

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ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 54. Telephone No. 12.HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.**The Daily Press.**
HONGKONG, JULY 2ND, 1910.

"Give him an inch and he will take an ell." The truth crystallised in this well-worn adage is demonstrated afresh by the opium suppression fanatics at Home, who, not satisfied with the action of the Imperial Government in closing divans in Hongkong and the Straits Settlements, are asking for further steps of a more drastic nature to be taken. The telegraphic information which we published yesterday setting forth the gist of proceedings in the House of Commons on the debate on the Colonial Estimates, states that Mr. Tinson Taylor, the Liberal member for the South-East Division of Lancashire, thanked the Government for the action it had taken with regard to the "opium dens" in Hongkong and the Straits Settlements, and further asked the Government to register all existing opium smokers and to refuse to register any more. Could anything more preposterous or impracticable be submitted to a responsible authority? It betrays a woeful lack of appreciation of existing conditions, and shows that any scheme, however fanciful, which promises to bring an indulgence, the evil of which has been exaggerated, to a compulsory cessation will be considered by these good people. The present rate of progress which must be regarded by the thoughtful as very fair indeed, is insufficient for the anti-opium advocates, who, without any consideration for the interests involved, seem determined to pursue their campaign at all costs. The reality of the question need not concern us now. It has been so often discussed

already. But the impracticability of the latest suggestion has only to be mentioned to be appreciated. How can existing smokers be registered? The purchase and possession of the drug, obtained from the legitimate source, is not illegal. Anyone can buy for another. When, how, or by whom it is used, is no concern of the Opium Farmer. As long as the certificate proving that the opium was purchased from the Opium Farm is produced he is satisfied, but were a government bureau established for the purpose of tracking and ascertaining all those who indulge in the habit it would affect his sales and he would have just claim upon the local government. Such registration would be a breach of conditions under which the tender was invited by the Government, and as its operation would have restrictive tendencies—many smokers do not care to avow themselves as such—compensation would be demanded. The immediate corollary is that an additional contribution as solatium would be expected with good reason from the Imperial Exchequer. Probably this has been overlooked. But financial considerations are not the most potent in this matter. It would be practically impossible to keep such a registry, and though great importance need not be attached to it, it is interesting to note that the experiment was tried at Canton, and had to be abandoned. In these circumstances, especially when it is remembered that the trade has only a short time to run, it would be advisable for the good folks at Home to realise that they should leave well alone.

The type of individual known in the West as a "young man in a hurry" is becoming apparent in China. "The young man in a hurry" usually wants by certain political and economic panaceas to achieve the Millennium, or what he considers the Millennium, almost immediately, and his counterpart in China desires to have constitutional government at once. A constitution for China has been promised. The preliminary steps to this end have already been taken, and there is every indication that the promise will be fulfilled, but even the Chinese themselves should be the first to realise that popular representation and parliamentary government would be dangerous to a people not prepared to properly exercise these. Of course the best education is that which comes by experience, and the country will understand parliamentary institutions much better after they have been established, but it will be readily admitted that to place the franchise at the disposal of people ignorant of its duties and responsibilities would be a hazardous experiment. A certain amount of instruction must first be imparted, information and advice must be distributed to the masses, or rather to the electorate, and then the people, having been prepared for their new duties, may be expected to discharge them with the minimum of mistakes. Turkey, Russia, and Persia have all had the boon of parliamentary institutions conferred upon them of recent years, and in each country the new Assemblies made many mistakes. Doubtless China will do the same. It is too much to expect otherwise. All that can be hoped is that these indiscretions will not involve the destruction of the new body, and the best hope of securing that is for the people concerned to realise their responsibilities. In our telegraphic news of yesterday it is announced that the gentry of different provinces, having memorialised the Throne praying for the immediate establishment of constitutional government, and having met with a negative response, are now determined to use threats and declare that if their request is not conceded to them they will incite the people to refuse to pay any taxes. By this action the gentry show that they are not fit to be entrusted with the privileges which they are claiming. They have to learn that constitutional government also means working for desired ends by constitutional means, and is to be hoped that their agitation, if attempted, will be quickly suppressed. The granting of a constitution at present would not be politic, and the wisdom of the decision which postponed the innovation for several years to come becomes more apparent every day.

The German Mail of the 1st June was delivered in London on the 30th June.

Mr. McIvor, boarding officer, left Hongkong yesterday for Home on twelve months' leave. Prior to his departure he was the recipient of handsome presentations from the Civil Service Club and the V. R. C.

The scarcity of rice has plagued many people in the South of China in destitution, and it is interesting to note that a Hongkong society, the Fat Yap Charitable Society, has decided to lend the money it has available to poor people with which to buy food. No interest will be charged.

For stealing a quantity of silk from the steamer Mongolia, a native who was brought up to the Magistracy yesterday was sentenced to fourteen days' imprisonment and six hours' stocks.

The ss. Manche from Haiphong and Kwan Chow Wan is expected to arrive here on Monday morning, the 4th instant. There is a circus on board, with two elephants, two tigers and fifteen horses.

An Indian constable appeared before Mr. E. B. Halifax at the Magistracy yesterday on a charge of sleeping on duty. The case was remanded to enable the defendant to obtain legal assistance.

The Bishop of Victoria addressed a meeting of communicants at St. Andrew's, Kowloon, last evening. His Lordship is announced to hold a confirmation and preach at St. Stephen's Chinese Church to-morrow (Sunday) at 11 a.m.

On Monday, July 4th (the American National Holiday) the Vice-Consul in charge will be home to the Consular Body and Government Officials from eleven to twelve and to his countrymen and other friends from twelve to one.

Before Mr. E. R. Halifax at the Magistracy yesterday the master of a junk was fined \$50 for dumping rubbish in the harbour, Hing Tai, a Kowloon contractor, was also ordered to pay a fine of \$50 for failing to have his property weighted and covered.

Commander J. B. Hartford, R.N., of H.M.S. *Vivago* summoned the crew of the ferry launch *Northern Star* for disregarding the rules of the road. The case was fixed for hearing before Commander Basil Taylor at the Marine magistrate's Court yesterday, but as complainant did not appear the summons was dismissed.

Owing to the inclemency of the weather the Bishop of Victoria found it necessary to postpone the lecture announced for last Thursday at the Peak Church. He will (weather permitting) give it on Thursday next, July 7th, at 11.30 a.m. The subject is Newman's popular Hymn, "Lead Kindly Light." This is the last of the series. The previous lectures on "Art Thou weary," "When I Survey," "Jesus, Lover of my Soul" and "God moves in a mysterious way," have been much appreciated by the large number of residents on the Peak who have attended.

An old amusement with a galvanic battery was involuntarily played in Rangoon the other afternoon when a branch of a tree fell on the electric light wires between the Pagoda and the junction of Veyle and Ahlone Roads, snapping two of the wires. A pedestrian seeing the wire lying along the road took hold of it to take it away, and then there was trouble. He danced and yelled, but was unable to let go. Others seeing him and not understanding the reason for his actions attempted to release him, and soon were in difficulties themselves. Word was sent to the Cantonment Police Station and Inspector Smith telephoned to the Electric Company's office, and the victims, some eight or ten in number, were released.

Another old resident of the Colony passed away on Thursday at the Peak Hospital in the person of Mr. Alfredo Francisco de Jesus Soares, the senior partner of Messrs. Soares & Co., of Duddell Street. The deceased gentleman was apparently in good health until three days ago, when he complained of acute pain and his medical adviser ordered him to the Peak Hospital, where he was to undergo an operation yesterday. But his condition became serious, and died shortly after admission. The deceased, who was much esteemed among his countrymen and the foreign and Chinese community, was a broker and merchant. He established himself as a merchant under the style of Soares & Co. He was the eldest son of the late Dr. F. P. Soares, who practised in this Colony till the time of his death, and who was one of the 32 brave men who marched under the late Colonel Mosquito at the taking of the fort of Passaloca in 1849. He was 53 years of age. He leaves a widow, a son, a daughter and an invalid brother to mourn his loss.

BIG THEFT OF OPUM.

An extensive and well-planned robbery of opium occurred at the godown of Messrs. E. D. Sassoon & Co., at the basement of the International Bank, on Thursday night, the thieves getting clear away with two chests and nine balls of opium valued at between \$3,000 and \$4,000. It is believed that the goods were removed while the storm was at its height, a time when, in all probability, the policeman on that beat would be sheltering from the rain. The massive locks which secured the entrance to the godown had either been picked, the tops filed through, or burned with acid, but the means by which the thieves gained admittance is likely to remain a secret, for the locks are missing. Inside it was found that the locks securing the receptacles in which the opium was stored had also been removed and replaced by fresh ones, as had the locks of the entrance door. When the godown-keeper went to open the godown yesterday morning he was surprised to find that his key would not fit the locks, and on his reporting this fact to the office it was eventually discovered that the original locks had been substituted by others. When these locks were removed and an entrance gained to the godown, certain receptacles were found to be fitted with fresh locks, and on these being opened the big theft of opium was discovered. It is believed that the object of the thieves in substituting locks was to delay discovery as much as possible, and thereby gain time for the removal of their booty. An opium reveals that the opium was conveyed to a distant port in sailing and carried to some distant part where the police and excise officers are unlikely to discover it.

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TELEGRAMS.

[Protected by the Telegraph Message
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[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS".]

BRITAIN'S BUDGET

NO NEW TAXES.

TRADE OUTLOOK BRIGHT.

LONDON, June 30th.

Mr. Lloyd George, Chancellor of the Exchequer, introduced the Budget in the House of Commons to-day.

He said that it imposed no new taxes nor affected any change in duties.

The Constitutional question raised by the Budget as to the power of the House of Lords to deal with any financial measures had had a direct damaging influence on the finance of the country and had produced a deficiency of £26,248,000.

They had, therefore, to provide for a total expenditure for 1910-11 of £198,930,000, including a naval expenditure of £40,500,000.

The estimated revenue was £199,791,000, or a surplus of £861,000.

This includes arrears from last year amounting to £30,046,000, of which £26,500,000 had already been collected.

He could not see his way to take off the spirit duty. It would be a crime to do so in view of the diminished drunkenness.

The trade outlook was distinctly bright.

Mr. Lloyd George anticipated an increased yield of £321,000 from tea and £2,500,000 from death duties.

The rubber and oil booms had been most productive in respect of stamp duties.

The surplus would be devoted partly to technical education and partly to removing pauper disqualification from the old-age pension scheme. This would ultimately leave a working balance of £309,000.

TEA TAX PASSED

LONDON, July 1st.

The tea resolution was adopted without a division.

AMERICAN RAILWAYS
DEMORALISED.

LONDON, July 1st.

The American railways are demoralised in consequence of the decision of the Interstate Commerce Commission regarding freights.

Leaders are eight to ten points lower.

London and international embarrassments are feared.

Failures at Brussels and Berlin are reported.

FRENCH GOVERNMENT
POLICY APPROVED.

LONDON, July 1st.

The French Chamber after a fortnight's debate has approved of the general policy of the Government by 403 votes to 110.

This overwhelming majority implies that M. Briand has established a stronger position than any previous premier of the Republic.

ANOTHER GERMAN DREAD-

NOUGHT.

LONDON, July 1st.

The eighth German Dreadnought was launched at Danzig to-day and christened "Oldenburg."

FROM THE "GARIBOLDI"

AMERICA AND NICARAGUA.

Washington, June 24th.

It is probable that a military expedition will be sent from the United States to

occupy Nicaragua and restore peace. The matter is now under consideration by the Cabinet.

The situation in the Central American Republic has reached such a pass that action on the part of the United States is practically imperative. The protest of foreigners residing in Nicaragua whose property has been destroyed or whose business has been entirely interrupted have made it incumbent on the United States to act in the interests of peace. Pressure has been brought to bear on the State Department by Notes from European Powers whose subjects have been subjected to great financial loss and scandalous treatment by the belligerents. The maintenance of the Monroe Doctrine put on the United States the ultimate responsibility in Nicaragua.

The situation at Bluefields, where the two armies are now encamped, cannot longer be tolerated by Washington. The Note of Secretary Knox forbidding the belligerents to carry the war into Bluefields was ignored and the worst anticipated has resulted from the course.

It is now regarded in official circles here as practically certain that an expedition will be sent to restore peace in the very near future.

SUPREME COURT.

Friday, July 1st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PUISNE JUDGE).

HAD A DEFENCE.

A case was mentioned in which Hoosain Ali sued Mrs. Cameron to recover \$31.35. Plaintiff appeared in person, and Mr. J. H. Gardiner appeared for the defendant.

Mr. Gardiner asked His Lordship to fix a day.

His Lordship—Have you got a defence?

Mr. Gardiner—Yes.

His Lordship—Is it likely to be settled?

Mr. Gardiner—I don't know.

His Lordship—You are going to make an offer, I suppose?

Mr. Gardiner—It is not a question of an offer. It is a question of rent due.

His Lordship—Is there a chance of it being settled?

Mr. Gardiner—I think it is probably arranged.

IT IS NOT OF DISCOURSE.

The hearing was adjourned.

A MISSING PROMISSORY NOTE.

Talok Singh brought action against Bai Zulku to recover \$96 due on a promissory note. Mr. J. H. Gardiner appeared for the plaintiff.

Defendant said he was willing to pay the amount if the promissory note was returned, but plaintiff would not return it.

Mr. Gardiner—Defendant knows very well the promissory note is lost. Plaintiff reported to the police that he had lost it, but it is not negotiable. If necessary, plaintiff can give defendant an indemnity. Only the plaintiff can sue on the note.

Defendant—Somebody else may sue on it.

His Lordship—There is no fear of that.

The case was adjourned until Friday afternoon, when plaintiff will prove the document.

SIGNED AS A WITNESS.

Jingh Singh sued C. Grant and another to recover \$176.80, being as to \$4.50 due under two several promissory notes and \$46.80, balance of interest. Plaintiff was represented by Mr. Gardiner.

CHINA AND THE INDIAN FRONTIER.

There is a writer in the *Rangoon Gazette*, an uncomfortable and undignified assumption that because China has asserted her authority in Tibet, she will go on and assert her suzerainty over Nepal and Bhutan. It is true that complimentary missions are sent every five years from Kathmandu to China. The Gurkhas no doubt look upon those as mere friendly amenities, but it is not so with China. The Middle Kingdom is superficially different from what she was last century, but the old ideas are still very fast rooted. Only a generation ago the relations of the Chinese Government with that of Russia were conducted by the Li Fan Yuan, the Mongolian Superintendent, familiarly called the Colonial Office. That somewhat irritating arrangement was given up a good many years ago. The old Tsung-li Yamen has given place to the Waiwupu. This has now the dignity of a special organization with ranks and promotion specially appertaining to itself which the old Yamen of Foreign Affairs never had. The Tsung-li Yamen was, instituted no more than fifty years ago. It owed its establishment to proposals laid before the Throne by a special council convened after the conclusion of peace in 1860, to decide upon the manner in which foreign affairs should thenceforward be conducted. In reply to the memorial presented by this council, headed by the Prince of Hsuei, a decree was issued on the 19th January, 1861, commanding the formation of a new department under the title Tsung-Li of the Foreign Affairs.

It was not, however, so much a department as a species of Cabinet formed by the admission of members of other departments of State. Apparently the qualification for this Cabinet was not so much ability as the want of it. The Chinese "Red Book" continued unconscious of its existence for years and what work was done was carried on by the Secretaries. The actual members were a random collection of functionaries, "one tooth, one eye, sans taste, sans everything," except the stubbornness of a look which the key has been lost, and the dogmatism of a tradesman who has become a justice of the peace. It was a sort of combination of a dust heap and a collection of mule-headed bigots. The Waiwupu is not much better. The very name is unsatisfactory—the Board of the Welsh, the Indians, the Outsiders. There is a rank in the Board, just as in England the Treasury comes before the India Office, and the Home Department has more dignity than the Colonial Office. In China, the Board of Civil Office ranks first, and the Board for the Foreigners comes last.

This is the Board which was the outcome of the Boxer rising, and it is the Board which, after four years' consideration, has resolved to make Tibet a province, and is believed to be meditating an exertion of authority over Nepal. A great opportunity was missed when in 1908 the "Eight Powers," as the Chinese call them, the Allied forces, insisted on the formation of a proper Foreign Office in Peking. What they got was the Waiwupu, and this is only another name for the Tsung-li Yamen. A rose by any other name may smell as sweet, but there is no great difference between a cossack and a stagnant drain.

It will be very surprising if the Chinese do not like little Jack Elliot and will "take things too mucky." The Chinese have now for a good many years been trying to introduce the benefits of civilization among the wild Wa, but with remarkably little success. The Wa have reflected the proffered benefit with a good deal of violence and bloodshed. It is quite conceivable that the Gurkhas might be thoroughly resent the enterprise as to chase the emissaries of this sort of civilization back into their own country. Since Nepal is within the sphere of influence of the Indian Government, the prospect is not one that we can regard with calm detachment, as if it were a glorified international football match.

CHINA AND THE BURMA FRONTIER.

It is not merely in Nepal, however, that there may be trouble ahead. There may be trouble all along our north-east frontier. Up to now the north-west is the only frontier that has been regarded as worth thinking about and watching. Our north-eastern frontier is as unsatisfactory as it well can be. Considerable strides of it are lamentably bad from the physical point of view. In other places where it is obvious and altogether excellent, as far as the barrier is concerned, there has as yet been no final settlement. If Tibet is to become a finally administered Chinese province, the airy statement that our frontier on the north of the Kuching tract is only limited by "national ambition" will have to be revised and annotated, and there are not many who are able to do it either off-hand or on a map. This is made all the clearer from the failure to settle the frontier where it begins to go southward. It is very obvious on the map. It should be the line of the watershed of the Nimalka and the Salween, and we say so, at intervals, with mild protest and conviction—at Lashio and Downing Street. The Chinese, politely make a note of it and then officials and population on the ground trek over the border and collect tribute where they can and settle where they please. When once the natural line is passed there is no reason why they should stop anywhere, except the extremely worthless character of the ground as a whole. But that is not the point. The necessity of a position in territories like these, with populations of imperfect morals and unprincipled habits, is the determination of responsibilities. The Chinese, with a due regard for unscrupulous and a lofty disregard for ethnology, lump the dependencies of the Empire together under the classes of the Inner Mongols and the Outer Mongols. Among the latter are a tribe known as the Dam Mongols, who are said to be semi-savage. The populations of this watershed are not Mongols at all, but so far as is known there is insufficient reason to qualify their savagery with washy epithets. It is therefore all the more desirable to determine who is to be responsible for their doings.

This is still more required in the Wa States. There the frontier has been partially mapped and fairly accurately set forth, in words by us, and the result has been communicated to the Chinese Government by the Foreign Office with a map to confirm it, but before, during and after the intimation Chinese officials have issued orders to the villagers and Chinese traders have exploited the silver mines miles on outside of the frontier painted red on our maps. The mines are well held and steadily worked, but the orders are not so satisfactory a footing. The Wa in fact collect heads at their convenience and now and then make raids and burn villages and even Shan-Chinese capitals when it seems good to them. Unfriendly acts of this kind cannot go on indefinitely, without notice of any kind being taken of them by either side. The wild Wa have given us no trouble in the way of head-hunting, though they have the skulls of two British officers. The reason no doubt is that the Salween is too awkward a river to cross except at regular ferries. But we are responsible for them and a time must come when we shall be called upon to keep them in order. That will be when Peking finds out that local attempts at civilisation have to far been unqualified failures.

It is quite likely that this may be very soon. The formal occupation of Lhasa and the effective suzerainty suggestion over Nepal may very well bring it up. Still more probably it may be raised by the very unsatisfactory state of Ching-hung. This Shan-Chinese state, known to the Peking Government as Chihi, is steadily sinking into the desolation in which we found the Cis-Burma principalities when we took over Upper Burma. In King Mindon's time Ching-hung paid tribute equally to Burma and to China. China was the father and Burma was the mother, but it was always Burma that nominated and installed the Chief. King Thibet lost his grip of it as he lost his control of most of the outlying dependencies, but it was during his reign that the present Sawbwas or Esenwipas, as they call him, was appointed, and he was put in charge by Hongkong levies under the orders of the Burmese military officer at Kangting. There was some mischievous fighting before it was effected and the newly appointed chief paid homage to Mandalay. The Chinese interfered with neither proceeding, nor protest showed no interest in the matter, although the Kangting levies sacked and burnt the capital in the usual ongoing Shun way, presumably with the idea of giving the new ruler a fair start.

It seems most probable, therefore, that, if we had asserted our concurrent rights in the territories of the former Shan Chief, as Ching-hung was in Burmese times, they would have been placidly admitted. But the Government of India was as timorous as a girl having a sun-bath on a sultry morning. The Foreign Secretary was Lord Kimberley, a Herbert Gladstone, commonplace, Boringh council, hardboiled, greenhorn sort of a man. He was succeeded by Lord Salisbury, who thought that the East was not worth a mess of protocol, and a "blond man" more or less not worth consideration. Moreover, there was the question of the Decennial Tribute from Burma, which some indications Babu-like person raised, and China, which had forgotten all about it, noted and accepted with ponderous gravity. It had been as completely allowed to drop as the tribute technically due from Siam and Annan. So the Ching-hung master was held up by us as a means of shoving the tribute and by China as a forgotten asset.

Twenty years ago both the Superintendents of the Shan State went and had a look at Ching-hung. They found the Chief engaged in restoring order in his state. This he did by leaving his capital and establishing himself in a bamboo palace some fifty miles away, where he smoked opium day and night. Between pipes he assured them that he was eager to become a British subject. About the same time he received a visit from M. Pavie, who affected to regard Ching-hung as a kind of derelict territory, and told him that as long as it was not China he was quite indifferent as to who was his overlord. The same affability seems to have characterised his communications with various German officers, one of whom was mud and the others merely collecting information.

Since then nothing has been done by us beyond noting that there has been civil war in the State ever since. The Chao of one of the twelve large Paungs into which Ching-hung is divided has declared his independence and has maintained it for the last twenty years. The Chinese have at intervals sent down detachments of troops to restore order, but they have never got beyond the preliminaries of battering on the population outside Mong Se, the defiant Paung. Last cold weather a considerable body of foreign-trained and foreign-armed troops came up from Kwangsi, but their performance did not go beyond that of the ordinary braves who had preceded them, and they have gone back to pursue the proceeds of their expedition in more agreeable places.

It is believed that the Hsenwipas of Ching-hung has asked to be taken under British protection, especially as he is in the minority. It is often declared that this belief is qualified for the purpose of defeating the fear of death, and thus solving the problem in the best manner. But this may be true in a narrow sense only. Highly educated people, notwithstanding the profound faith of which they may be capable, develop a very strong fear of death. It is not surprising that it should be so, for the belief in eternal life is acquired by certain people through education, whereas fear of death is something purely instinctive.

For this reason it is easy to see that the philosophical system, with their theory of a metaphysical whole, to which human life must subject itself and sacrifice itself, will not meet with great success. There is nothing left but to turn to science with this question and see whether science is in a position to solve the great problem of human life.

In order to attain the aim of life completely the present life of man is too brief, just because his psychic development requires such a long time. But the brevity of life is the result of man's animal origin. Organs and arrangements which were essential to animals have become entirely superfluous to the far more perfected human being. Therefore, science must remove this evil, which may be accomplished through a systematic adherence to hygienic rules.

It is very probable that natural death is also a form of poisoning which is caused not by the foreign bacteria in our organism, but by various natural elements in our own bodies. We are inclined in believing that natural death is accompanied by extraordinarily sweet sensations. It is probable that the poisons in the body that participate in this process arouse these pleasant sensations.

TURKISH NOTE ON EGYPT.

SUSPICIOUS OF GREAT BRITAIN.

There has recently been an exchange of Notes between the British and the Turkish Governments with regard to Egypt. Owing to certain reports relating to the future of the country becoming imminent, the Turkish Government applied to the British Ambassador at Constantinople with a request for the publication by the British Government of an official document of these reports, which should be calculated definitely to reassure public opinion. The Ottoman Government appears to have expected to receive a favourable reply, in view of the recent declarations by Sir Edward Grey on the subject of Egypt. To its surprise, however, the British Ambassador asked if it was the intention of the Turkish Government to try to create "an Egyptian question."

The Forte was apparently ready at this reception of its request, and it asked Sir Edward Grey on the matter.

The Secretary of State for Foreign Affairs thereupon replied that in all probability the declarations of the British Ambassador, which necessarily had been imbedded with the circumlocution and reserve imposed upon him by the actual circumstances, had been misjudged. Sir Edward Grey added that the British Government had in principle no objection to give effect to the Turkish desire to see a definite statement published on the subject; but that in view of internal events in Egypt the publication of any document on the part of the British Government would run the risk of being interpreted by the leaders of the Nationalist movement as a sign of weakness or of hesitation on the part of Great Britain to take action should the circumstances require it.

Therefore, while reiterating his previous assurance with regard to the intention of the British Government to devote its most serious efforts to the maintenance of the status quo in Egypt, Sir Edward Grey regretted that he could not give any immediate effect to the suggestion of the Ottoman Government.

Meantime, it is known that the Turkish authorities in the Sinai Peninsula are complaining to the Porte of the action of the Egyptian authorities, alleging that they are distributing arms to the tribes and extending the zone of their fortifications. As these suggestions are unfounded, it would rather seem as if the Turkish Government is desirous of raising again the whole question.

THE STING OF DEATH.

In the May issue of the *World's Work* Professor Eliel Metchnikoff, who, after studying the longevity of the Balkan peoples, decided that their diet of sour milk products had much to do with destroying the old age bacillus, has republished (in English) his latest paper on the problem of death.

"From time immemorial mankind (he writes) has striven to find an answer to this question. The majority of the people believed, and many people believe even now, that death is not the actual termination of life, and that there is another, eternal life beyond this life. The belief in the immortality of the soul or in the immortality of man has become very deeply rooted in man. It is often declared that this belief is qualified for the purpose of defeating the fear of death, and thus solving the problem in the best manner. But this may be true in a narrow sense only. Highly educated people, notwithstanding the profound faith of which they may be capable, develop a very strong fear of death. It is not surprising that it should be so, for the belief in eternal life is acquired by certain people through education, whereas fear of death is something purely instinctive."

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EXCESSIVE HEAT IN BERLIN.

Berlin, June 6th.—Sunday was one of the three hottest days Berlin has experienced since the year 1848. In the early morning the temperature was 75 degrees Fahrenheit, and during the afternoon 93 degrees in the shade was reached. In exposed places sheltered from the breeze the temperature, it is stated, went up to 105. Many people fainted during the day, and there were several deaths. Sleep was almost impossible. Next day there was a slight, but very slight decline.

MAD MULLAH SHOT.

The Standard states that the Mad Mullah of Somaliland has been shot. He was pursued by a large force of "friends," the tribemen who were armed by great Britons, and, after being wounded, was captured and executed.

The Mullah gave Great Britain eleven years from 1898 to 1910 husband and wife, were in St. Louis (West Indies), but in the later year the wife came home owing to the state of her health. In October, 1902, petitioner also returned and went to Shorncliffe, where they met the co-respondent, who was stationed there.

Petitioner and co-respondent became very friendly, and when the former left for Hongkong he asked co-respondent to be a friend to Mrs. Carruthers during his absence. Co-respondent promised that he would. The conversation took place while crossing Trafalgar-square, the co-respondent having entertained Mr. and Mrs. Carruthers to dinner on the eve of Mr. Carruthers departure. The following day, November 4, 1905, petitioner sailed for Hongkong, where he remained until December, 1906. An affectionate correspondence passed between petitioner and his wife. In some of her letters Mrs. Carruthers mentioned that co-respondent had taken her out to entertainments and to dinner. In December, 1906, when he came home petitioner was very ill, and at his wife's request they occupied separate rooms.

The case is proceeding.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. Coblenz, which left here on the 25th ult., at midnight, arrived at Yokohama on the 1st instant at 8 a.m.

The C.P.R. Co.'s str. Monteagle left Vancouver on the 30th ult., 11 a.m. for Hongkong via usual ports of call.

The N.Y.K. str. Wakasa Maru (European Line) left Singapore for this port on the 29th ult., and is expected here on the 5th instant.

The N.Y.K. str. Atessa Maru (European Line) left Singapore for this port on the 30th ult., and is expected here on the 6th instant, at daylight.

The H.A. Linie str. Westphalia left Tsingtao on the 1st inst., a.m., and may be expected here on or about the 6th inst.

MANILA "HONG KONG" STORY.

SAYS THE CABINET OF TUESDAY LAST.

Somewhat blundered most usefully in regard to sending the necessary grain to Hongkong in response to the cable "tonight" for funds made by the ten chorus girls, now in Hongkong en route to Manila to take part in and drill the other 200 girls who are to make up the grand ballet of the extravaganza to be put on by the Elks at their country fair next month. As a result the ladies did not arrive on the 2nd Inst yesterday, as it was expected they would, and consequently there were quite a few disappointed young men in Manila when the girls dropped their anchor and Captain Cutson had to make do with the young ladies whom they had gone out to greet were still in Hongkong when his good ship sailed on Tuesday afternoon.

Captain Cutson also gave out a bunch of other information in his infinite manner, in regard to the young ladies. He said that through some unknown agency word had been carried to Hongkong as to the ladies—each of whom has been a front row star in the greatest productions in the United States and Europe of recent years—to the effect that the real intention of bringing them to Manila was to have them sing in a German beer garden and that they were mad clear through and through. It would seem that someone, in the kindness of his heart, has tried to tell the chorus ladies about the German village, which is to play such a conspicuous part in the country fair, and that, as a result, there was enough of this particular "May" to go around among the whole bev.

But the principal cause for their growth was the fall in the part of someone, promptly sending coin in response to their "tough," an account of which was given in the *Cabinet-American* a few mornings ago. Impresario Rosenthal when asked about this yesterday stated to a reporter that he did not think he was to blame; that he sent the dough as soon as he believed it would be needed, in the hope that the Turkish Government would be pleased to be given a definite statement on the part of the British Government.

Meantime, it is known that the Turkish authorities in the Sinai Peninsula are com-

THE CHINESE NAVY.

ITS PERSONNEL AND MATERIAL.

A very great obstacle in the way of commanding the reorganisation of the Chinese Navy is the absence of officers and men trained in the handling of modern ships of war, says Engineering (London). In the navy as at present existent, there are numbers of really capable men who would doubtless in case of need render valuable service to the nation, but even these are not consonant with the most modern conditions; nor are the numbers sufficient to man the new vessels. There are various educational establishments in different parts of China for the training of sailors, but here, again, difficulty is experienced in finding students in India ships, so that these students may receive the necessary practical training at sea. The naval colleges at Tientsin, Chefoo, Shanghai, Nanking, and Canton provide certain facilities for the study of naval matters, but in no case are the provisions adequate for a really efficient course of tuition, the lecturers being, bimini, who are not versed in the latest practices associated with modern navy. With regard to the sailors, there is a vast amount of material to draw upon, because, as is natural with a coastline of the extent possessed by China, the fishing industry is one of the principal means of livelihood. The men recruited from these ranks have proved excellent sailors in the past, they are subservient to discipline, frugal in their habits, and readily assimilate the new conditions under which they are placed.

The Chinese navy as at present constituted contains no vessels of a modern standard; the largest vessel in the fleet is the *Hai-chi*, which was built in England about ten years ago, and which lies the flag of the Admiral of the northern squadron. A sister-ship of this vessel was, unfortunately, lost three or four years ago, about 100 miles south of Shanghai. There are also three smaller cruisers of about 3,000 tons displacement, which were built in Germany, and are the same age as the *Hai-chi*. There are, in addition, a number of small auxiliary training ships, mounting a few guns up to 47-lb., as well as number of torpedo-boats and gunboats. About four years ago six destroyers were placed in Japan for six gunboats by the late Chan Chi Tung during his viceroyalty of the two Hu provinces. These vessels have now been delivered, and are engaged in patrol work on the Yangtze-kiang.

The country has suffered from the lack of adequate naval establishments, there being no dock at any one of them of sufficient dimensions to take the largest vessels of the fleet, so that recourse had to be made to docks owned by private companies in various ports of the East. The naval establishments at Ta-tsu, Shanghai, Foochow, and Whampoa, near Canton, constitute bases and naval repair-stations in the North in the central part of the coast-line, and in the South respectively. The first, at Ta-tsu, is in an absolutely neglected condition, so that no work is now carried on there. The Shanghai establishment comprises an arsenal, shipyard, and engine and boiler works. The shipyard and engine works were let about five years ago to a private company, which has reorganized the whole establishment, with the result that the engine and boiler works have been brought up to a more efficient standard than they formerly occupied. The graving dock was enlarged, but no very great improvement was made in the shipbuilding establishment. The company has since been worked satisfactorily and has handled a large amount of repair work in the port of Shanghai. Indeed, the competition has been most severely felt by the Shanghai Dock and Engineering Company, which is the principal engineering and repairing establishment in Shanghai. In addition to undertaking mercantile repair-work, such Chinese warships as could enter the dock there have had their repairs effected at this establishment, and on several occasions torpedo-boat destroyers of the British Squadron in the China Station have undergone docking and repairs.

Mr. A. Schmidt, secretary to the Federation, said that if the British Cotton Growing Association devoted more of its attention to India, especially to establishing buying agencies, its exports would be rewarded by excellent results. Mr. C. W. Macara (England) announced that the members of the International Committee had been received in audience by the King of the Belgians. Considerable time was spent in dealing with the inadequacy of the cotton crops of the world and in discussing means of securing better supplies.

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Mr. S. M. Johnson (Cawnpore) said he did not see why India should not in time produce ten million bales of cotton yearly, or nearly as much as America.

Mr. A. H. Dixon (England), speaking with reference to the cotton prospects in Egypt, said the yield of the soil appeared to have not got gradually less, there being a diminution of about 22

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Hongkong, 21st February, 1910. [316]

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Hongkong, 8th June, 1906. [84-188]

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BEKANNTMACHUNG.

Die Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OSTASIATISCHEN LLOYD der CANTON WEEKLY PUBLICATION veröffentlicht.

und die nach Bedarf auch in den HONGKONG KONSULAT.

Canton, den 15. Dezember, 1909. [1544]

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KAIERLICH DEUTSCHES KONSULAT.

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SCIENTIFIC MISCELLANY.**A FAN THAT MAKES OZONE.**

An ozone producing electric fan is now being made in Vienna utilising Dr. Franz Fischer's novel discovery that when air is much heated and then suddenly cooled ozone is produced. A combination of small fly-wheel and air-fan is driven by an electric motor, and smoke in air and sends it through a kind of funnel to a Nernst radiator giving a heat of 2000 deg. C. The heated current is cooled by mixing with the air into which it is then forced. Of the oxygen passed through about 4 per cent is ozonized, and this proportion cannot be exceeded, so there is no risk of an excessive production of ozone. A single piece of apparatus, weighing not more than 30 pounds and needing but a small amount of power, is sufficient to purify the air of a large hall.

DROPS SHAKEN FROM RAINBOWS.

The downpour of rain that sometimes follows a flash of lightning is usually supposed to be due to the coalescence of fine drops on losing their electrical charge, but Laine, a Finnish observer, has found reason to adopt a new theory. He concludes that the thunder jars the drops together. Near Vasa, a heavy thunder-storm came up from the east late one August afternoon, and, as the sun was unclouded, a brilliant double rainbow appeared in the east for half an hour, arching from horizon to horizon. At each roll of thunder the rainbows seemed to be much shaken, the edges being displaced and the colours blurred. This could not be due to the lightning, and it seemed that the same cause might enlarge the raindrops and disturb the rainbows.

A "FAKE" METEORITE.

There is a curious tendency to pronounce every unfamiliar stone a meteorite. One morning last October a broken gate at Norwood, Mass., attracted attention, and was traced to a hard gray rock of 275 pounds, which was declared to be still warm, and was soon exhibited in a dime museum as a meteorite. Dr. E. O. Hovey has since examined the mass, finding it to be ordinary dike rock—labradorite-porphyry—with no characteristic of meteorites.

PLANT STIMULANTS AND POISONS.

Besides the nitrogenous manure and lime, and potash salts, other materials in the soil act as plant foods or stimulants, and some as poisons.

Collecting the experience of numerous observers, René Villier, a French chemist, shows that manganese salts have much effect on plant growth, the sulphate having given the best results, but the chloride and oxide also having exerted favourable action. Experiments have been tried with these salts on rice, wheat, oats, barley, sugar-beets and flax. With 10 to 50 pounds of the salt per acre, yields have been usually increased from 25 to 50 per cent, but an excess—such as 100 pounds of the sulphate per acre—has diminished the crop. As the proportion of manganese is not always raised in the plants of increased yield, it is inferred that the benefit may be partly due to destruction of toxins left in the soil by preceding crops. A similar action seems to be exerted by copper salts, so much used in fungicides, and the yield of maize has been increased from 27 to 86 per cent by soaking the seed/soil in a copper sulphate solution before planting. Zinc salts, injurious in any but minute quantity, have been found to promote the growth and multiplication of mould and yeast fungi and the germination of wheat. Alumina, applied to the ground as alum solution stimulated the growth of barley and flax; and magnesia increased the crop of grain, potatoes and beets, but chiefly by promoting the assimilation of nitrogen. Bromine, iodine and fluorine act as stimulant or poison, according to dose.

ACETYLENE INHALATION.

The physiological effects of acetylene, now so much used, have been studied by Gresham, who has prepared an artificial atmosphere of 75 volumes of acetylene and 21 volumes of oxygen, and has noted the action of this mixture on animals breathing it. The acetylene proves to be much less poisonous than carbon monoxide, whose effects in illuminating gas and as given off by coal fires are so well known. A pigeon in the acetylene mixture died in 30 minutes and a rabbit in 40 minutes, but a tortoise was unharmed, and the arrested respiration of a frog was restored on being brought into the open air.

OILLESS SLEEPERS.

Pine sleepers treated with California creosote oil have been used on the Santa Fe Railway since February, 1912, with no sign of decay. Untreated sleepers last not over two years.

MOVING PICTURES BY WIRE.

The new television of Edouard Bolin, the French inventor, depends upon the use of special perforated photographs, and upon transmission of light and shade by mechanical means instead of depending on the slow variations of the selenium cell. The holes in the paper photographs are of various sizes, to correspond to the large and small dots making up the ordinary newspaper halftone. The prepared photograph of the recent event or other scene is placed on a metal base and passed under a set of metal brushes in an electric circuit with the distant viewing screen, and the current passed at each impulse varies with the size of the perforation. The varying portions of the current received are made to illuminate more or less strongly little spots on the screen, each light spot corresponding in size and position to a perforation in the picture transmitted. A series of cinematograph photographs passed under the brushes would yield a reproduction on the screen showing the original life and motion, and is claimed to solve the problem of transmitting living images by wire. It is stated that the crude experiments made between two stations in Paris have demonstrated the method.

ADHESION OF IRON PLATES.

Showing the results of this process of grinding and polishing steel plates for smoother than has been hitherto possible, Johnson, Swedish engineer, has given to the Paris Academy of

Sciences a remarkable demonstration of the molecular attraction between bodies in contact. The slight microscopic unevenness is insufficient to prevent molecular adhesion. Electro-magnetic influences being proven to be absent, one steel plate was placed on top of another, and then the pull of even heavy weights failed to separate them. The space between the two plates was found to be less than 1-250,000 of an inch.

AN ARTIFICIAL DESERT-MIRAGE.

The miniature mirage of Dr. H. W. Wood, of Johns Hopkins University, is produced with a sand-covered sheetiron plate 15 feet long, heated by gas-burners. The sun is reflected from a mirror upon a sheet of white paper at one end. On becoming properly heated, the little desert shows a pool of water in front of some sand piles reproducing perfectly the phantom lake that tantalizes thirsty travellers.

SUEZ CANAL RECORD.

The annual general meeting of the Suez Canal Company was held at Paris on June 6th. The report for 1909 states that for the first time the transit dues exceeded 120,000,000 (£4,800,000).

These brilliant results are due to a general recovery of trade in different parts of the world and to an improvement in the agricultural situation in India. The stability of the increase is confirmed in a remarkable manner by the returns for the first few months of the present year.

ample reserves provide solid guarantees for the future, and in these circumstances the directors have no hesitation in proposing an increase of 5% in the dividend, bringing it up to 150/- (5%) they being convinced that it will not fall below that figure in future years.

On the other hand, faithful to the policy of associating in the prosperity of the enterprise the shipping interest, which is the source of that prosperity, they propose to reduce the transit dues by 50 centimes (5d.) from January 1 next.

Prince d'Arenberg, President of the Company, presided, and Mr. Carnegie, Counsellor of the British Embassy, was present to represent the 17,602 shares held by the British Government. The report was adopted.

300 MILES FOR HELP.

A story of British pluck and endurance which deserves to rank high in nautical records was told on Saturday, June 4th when some of the crew of the wrecked Cardiff steamer Torridge arrived at Plymouth.

The Torridge, a steamer of 5,838 tons, owned by Messrs. W. J. Tatton & Co., of Cardiff, was on a voyage from Durban to Ceylon, when heavy weather drove her out of her course, and she grounded on a coral reef amongst the Farquhar Islands, 180 miles to the north-east of Madagascar.

There was no possibility of getting the ship off the rocks, nor any likelihood of help for the marooned sailors. As a "forlorn hope" the ship's mate and a boat's crew volunteered to go in search of assistance.

Three hundred miles they travelled, scorched by a blazing tropical sun during the day, drenched by torrential rains at night. At the end of six days they had their reward, the help so sorely needed by their mates being found.

Every member of the crew was saved, but the vessel had to be abandoned as a total loss.

SECRET FLIGHT IN THE NIGHT.**ARMY AIRSHIP FLIES ST. PAUL'S.**

The phenomenal progress which aviation is making in England was strikingly illustrated during the week-end, says a London exchange of June 6th.

In the first place, one of the Army airships achieved the remarkable performance of flying in the darkness from Aldershot to St. Paul's Cathedral end back. So secretly was the whole manoeuvre planned and carried out, that probably no one except the authorities was aware that the military dirigible had passed over the sleeping London, until the voyage was completed.

A Cardiff man, on a Cardiff-built airship, also made a flight over his town in the early morning.

Further evidence of the progress with aeroplanes was furnished by Mr. Graham White, who, with apparent great ease, made a flight from Ranchipur over Putney and Fulham.

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Of all the evils which the inhabitant of the torrid zone is called upon to endure, the greatest are, perhaps, the deadly debility and nervous depression which are the forerunners of the more serious ills so rife in warmer latitudes. Physical fitness should be the constant watchword; healthy nerve force must be the subject of the most earnest consideration. Happiness, nay life itself, hangs in the balance.

When exhausted Nature fails readily to respond to the extraordinary demands made upon the system by the exigencies of climate. Science once more comes forward with precisely the needed remedy. Sanatogen, the tonic food, is the means discovered whereby impaired vitality may be safely and rapidly restored.

Sanatogen has a singular effectiveness. It is not as a tonic only that it stands unrivaled; it is, besides, a perfect food, extremely rich in just those properties necessary to the perfect nourishment of the depleted system. The basis of Sanatogen is the casein or "curd," the nitrogenous principle of milk. Nitrogenous foods are our body-building ones. They are demanded constantly by the body for the formation, and for the repair of its tissues. United with the casein, we find glycerophosphoric acid, which is an all-important constituent of the brain and nervous system. This is the reason, then, why Sanatogen has obtained its high reputation. It repairs the wear and tear of the most vital parts of our frames, and above all it gives to brain and nerve their essential food in precisely the form in which they are capable of readily receiving and assimilating it.

Doctors in tropical climates have not been slow to see the wonderful advantages in the use of Sanatogen among their patients, and a great many of them have written setting out the success that has attended the use of this preparation. They have used it with the greatest success in Malaria, Dysentery, Enteric Fever, cases of Plague and Cholera, as well as amongst those who are suffering from ailments due to disordered liver, spleen or digestive system. One or two of their opinions are worth considering.

Thus Dr. H. H. W. HART, Hapur Remount Depot, Babaganj, United Provinces, India, writes:-

"I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery, and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance has it been disappointed in its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Whilst Dr. C. R. NAYLOR, Bangalore, South India, writes:-

"It was through my influence that your excellent medium of nutrition—Sanatogen—was introduced into South India, and I have reason to be proud of my success in doing so, for I consider that I have thereby conferred a benefit upon suffering humanity. I have found it unequalled by any other food when the internal arrangements of the body (whether in children or adults) are in want of a stimulating nutrient. When milk, diluted to any degree cannot be digested, Sanatogen will be greedily assimilated. In many almost hopeless cases of plague, where heart failure has been threatening, I have found Sanatogen helpful in getting the patient to turn the critical corner, and it has admirably aided my treatment of this fatal disease. I have no hesitation in stating that by the discovery of Sanatogen you have added a most powerful weapon to those already in the possession of every physician."

And Dr. E. F. BOWERS, Bhopal, P.O. Bengal and N.W. Railway, N. Bhopal, India, writes:-

"I was able to try Sanatogen in a patient who had passed through the acute stage of Asiatic Cholera (in a severe form), but was utterly prostrated. That woman, I consider, owes her life to Sanatogen."

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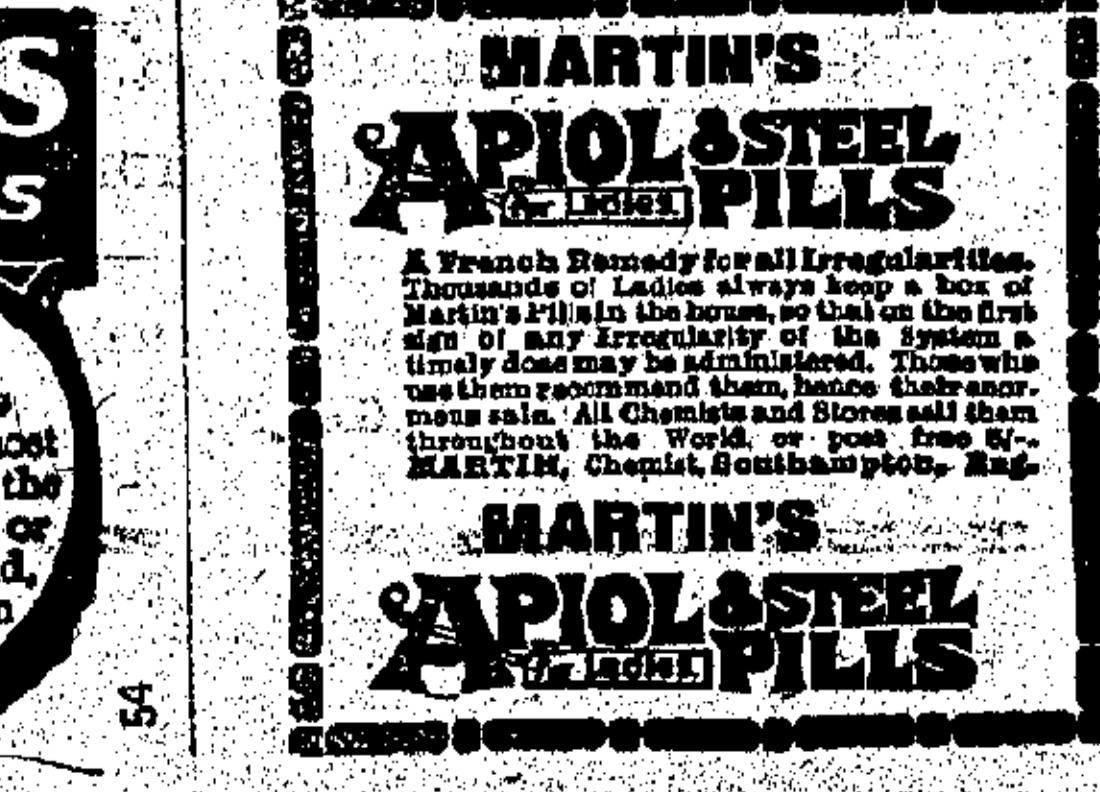
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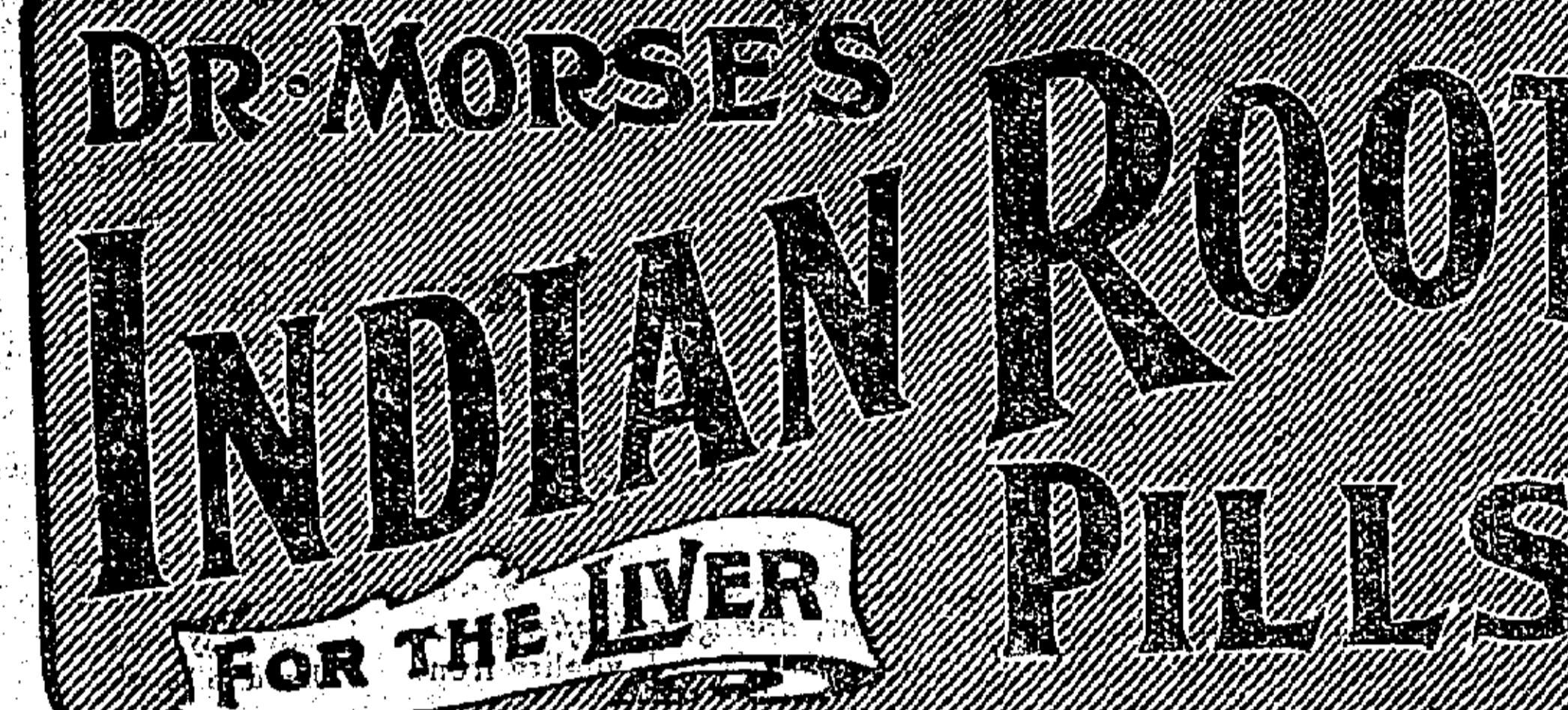
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1895	£150,000	£150,000	1,600,000	2/-	2/-	10	Anglo-Malay Rubber Co., Ltd. (fully paid)	1.10	100% for '10
1895	£20,000	151,200	16,120	10	10	5,120	Balgowrie Rubber Estate, Ltd.	2.10	...
1895	£20,000	35,250	470,000	2/-	1/6	...	Batang Malaka	5/6	...
1895	£20,000	20,187/10/-	18,000	4,750	1	5/-	Batu Caves Rubber Co., Ltd. (f.p.)	18.10	50% for '08
1895	£80,000	70,000	70,000	1	1	...	Batu Tigre (Selangor) Rubber Co., Ltd.	6.00	24% in '09
1895	£100,000	68,908	57,916	1	1	...	Bukit Kajang Rubber Estates, Ltd. (contrib.)	3.15	...
1895	£20,000	22,184	10	10	10	...	Bukit Lintang Rubber Estates, Ltd.	2.10	...
1895	£20,000	24,000	1	1	...	Bukit Rajah Rubber Co., Ltd.	7.00	...	
1895	£20,000	25,500	1	1	...	Bukit Rajah Rubber Co., Ltd.	22.10	60% for '09	
1895	£20,000	66,700	66,700	1	1	8,000	Bubu Tiamah Rubber Estates, Ltd.	22.00	...
1895	£500,000	500,000	50,000	10	10	...	Castlefield (Klang) Rubber Co., Ltd.	6.00	...
1895	£35,000	230,000	30,000	1	1	...	Cham, ket Sorda Estates, Ltd.	17.00	...
1895	£750,000	700,000	70,000	10	10	...	Chorus Rubber Estates, Ltd.	14.00	...
1895	£200,000	62,500	12,600	10	5	...	Chorosenee (F.M.S.) Estates, Ltd.	6/3	...
1895	£225,000	175,000	176,000	2/-	2/-	...	Cicely Rubber Estate	2.16	...
1895	£10,000	16,000	10,000	2/-	2/-	...	Consolidated Malay Rubber Est. Ltd.	1.18	25% in '09
1895	£75,000	62,007	62,007	1	1	1,000	Damansara (Selangor) Rubber Co., Ltd.	9.10	20% for '09
1895	£110,000	102,500	102,500	1	1	7,000	Edinburgh	7.00	...
1895	£550,000	475,000	475,000	1	1	...	Federated Selangor	nominial	...
1895	45,000	40,000	40,000	1	1	...	Golconda Malay	7.25	...
1895	£80,000	70,000	70,000	1	1	...	Glenayre Plantations, Ltd.	2.75	...
1895	£300,000	300,000	300,000	1	1	...	Hovev Rubber Planting Co. (f.p.)	22.00	...
1895	£800,000	680,000	40,000	17	17	...	Heviarts Rubber Estates	10.00	...
1895	£600,000	150,000	30,000	10	5	...	Hightower, 1st class cruiser, 9,300 tons, 14 guns, Capt. S. J. R. Farquhar, Weihaiwei	15% in '09	...
1895	£310,000	305,000	305,000	1	1	3,754	India, 2nd class cruiser, 3,100 tons, 6 guns, Lt.-Comdr. G. B. Hart, Hongkong	19.00	25% in '09
1895	£300,000	30,000	30,000	1	1	2,600	Indragiri (Sumatra) R. & G. Percha Co., Ltd.	36.00	...
1895	£25,000	20,800	20,800	10	10	...	Koper Para Rubber Estates Co., Ltd.	10.00	...
1895	£95,000	65,000	65,000	1	1	...	Kamuning Perak	11/-	...
1895	£300,000	182,500	182,500	1	1	...	"B"	nominial	...
1895	£180,000	180,000	180,000	1	1	...	Kuala Lumpur Rubber Co., Ltd.	11.10	30% in '09
1895	£300,000	200,000	200,000	10	7	...	Kombok Rubber Estate, Ltd.	32.00	...
1895	£150,000	90,000	90,000	1	1	10,000	Lah (F.M.S.) Rubber Co., Ltd.	10.50	25% for '09
1895	£320,000	289,780	187,620	1	15	52,605	Lanadron Rubber Estates, Ltd. (contrib.)	6.50	10% in '09
1895	£125,000	75,000	60,000	250	1	25,000	Ledbury Rubber Estates, Ltd. (contrib.)	3.10	...
1895	£100,000	85,324/-	85,324/-	2/-	2/-	16,758	Lingga Plantations, Ltd. Ordinary	3.50	165% in '09
1895	£110,000	118,000	118,000	1	1	...	London Asiatic E. & P. Co., Ltd.	8.12	7% for '09
1895	£220,000	75,000	150,000	1	10	...	Lunut Rubber Estate, Ltd.	3.10	3% for '09
1895	£400,000	300,000	116,000	1	1	...	Malacca Rubber Plantations 75 per cent. Prof. Ordinary (f.p.)	14.10	10% for '09
1895	£210,000	175,000	175,000	2/-	2/-	...	Merlimau Rubber Estate, Ltd.	8/-	...
1895	£30,000	22,500	22,500	2/-	2/-	75,000	Pataling Rubber Estates Synd., Ltd.	3.13	125% for '09
1895	£400,000	400,000	80,000	5	5	...	Pajam, Limited	2.50	...
1895	£200,000	900,000	200,000	1	1	...	Pantai, Limited	43.00	...
1895	£600,000	450,000	450,000	10	10	...	Perch, Limited	16.00	...
1895	£450,000	285,000	35,000	5	2	10,000	Port Dickson Rubber Co., Ltd.	10.00	...
1895	£85,000	85,000	85,000	1	1	...	Perak Plantations	7.50	124% for '09
1895	£60,000	63,875	35,000	1	12/6	...	Rembis Rubber Estates Co., Ltd. Ordinary Cum Preference	1.12	...
1895	£20,000	18,732	20,000	10	10	4,985 part paid shares	Sagga Rubber Company, Ltd.	17.00	...
1895	£100,000	100,000	60,000	2	2	221 7/4 Deb.	Sandcraft Rubber Co., Ltd.	38.00	150% for '10
1895	£100,000	100,000	28,622	1	1	...	Sapong Rubber Estate, Ltd.	1.15	...
1895	£100,000	60,400	48,000	1	1	...	Seaford Rubber Co., Ltd. (contrib.)	8.26	...
1895	£200,000	30,000	300,000	2/-	2/-	3,000	Selangor Rubber Co., Ltd.	4.00	287% for '09
1895	£500,000	500,000	5,000	100	100	...	Singapore & Johore Rubber Co., Ltd. (f.p.)	16.50	20% in '10
1895	£425,000	325,300	2,423	2	2	...	Singapore Para Rubber Estates, Ltd.	3.15	...
1895	£120,000	100,000	100,000	1	1	...	Sheriff Rubber Estate, Ltd. 3 per cent.	4.75	7% for '09
1895	£55,000	65,000	6,500	1	1	...	St. Helena Rubber Co., Ltd.	35.00	...
1895	£250,000	600,000	10,000	10	6	...	Sisang Rubber Estate, Ltd.	21.23	...
1895	£150,000	100,000	100,000	1	13/6	...	Sundayang Rubber Estate, Ltd.	2.76	...
1895	£175,000	175,000	2/-	2/-	...	Strata Settlements (Berlano) E. Co., Ltd.	11/-	7% in '09	
1895	£110,000	100,000	100,000	1	1	...	Sungei Kapar Rubber Co., Ltd.	10.15	37% for '09
1895	£70,000	65,000	55,000	1	1	10,000	Sungei Salak Rubber Co., Ltd.	5.50	...
1895	£50,000	50,000	50,000	1	1	600	Sungei Way (Selangor) Rubber Co., Ltd.	6.15	...
1895	£45,000	40,500	12,600	1	1	...	Sungai Choh	6.50	...
1895	£150,000	60,000	32,400	1	17/6	...	Contributory	6.26	...
1895	£150,000	60,000	30,000	1	1	...	Teburan (Johore) Rubber Co.	5.00	...
1895	£200,000	165,000	33,000	5	5	...	Teluk Anson Rubber Estates, Ltd. (contrib.)	4.50	...
1895	\$1,000,000	637,500	737,500	1	1	...	United Singapore Rubber Estates, Ltd.	3.50	...
1895	£200,000	170,000	170,000	1	1	48,000	United Serdang (Sumatra) Rub. Ltd.	7.10	5% for '10
1895	£25,000	65,000	65,000	2/-	2/-	...	United Sumatra Rubber	11/9	10% for '09
1895	£20,000	50,600	50,600	2/-	2/-	...	Vallambrosa Rubber Co., Ltd.	2.15	25% in '09

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. A

TO DAY
9 A.M.—Boxing at City Hall.

FORTHCOMING EVENTS.
Monday, 4th July—An Extraordinary General Meeting of Hongkong Ice Co., at Noon.
Wednesday, 6th July—Meeting of the Licensing Board in the Colonial Secretary's Office, 2.15 P.M.

SHIPPING.

ARRIVALS.
AMIGO, German str., 832, W. Langschwager, 1st July—Sratow 29th June, General—Jesien & Co.
CHANGKOK, British str., 1,202, R. Lewis, 1st July—Saigon 27th June, Butterfield & Swire.
CHONGMING, British str., 1st July—Canton.
CHOTUNG, British str., 1,224, Courtney, 30th June—Shanghai 25th June, and Swatow 29th June, General—Jardine, Matheson & Co.
FOOKSANG, British str., 1,987, S. A. Mitchell, 1st July—Moy 25th June, General—Jardine, Matheson & Co.
HANOI, French str., 782, J. Pannier, 1st July—Haiphong and Hanoi 29th June, General—A. R. Marti.
JAVA, British str., 2,560, Thompson, 1st July—London and Singapore 26th June, General—P. & O. S. N. Co.
JOHANNE, German str., 952, M. Ipland, 1st July—Hiohoo 29th June, General—Jesien & Co.
KWANGLEE, Chinese str., 1st July—Canton.
PETCHARUEN, German str., 1,373, C. Goswisch, 1st July—Bangkok and Swatow 30th June, Rice—Butterfield & Swire.
PHUMEPHEN, British str., 1,056, J. H. Scott, 1st July—Saigon 26th June, Rice—Wo Fat Sing.
TAIW, British str., 1,346, A. W. Outerbridge, 1st July—Manila 28th June, General—Butterfield & Swire.
WINGANG, British str., 1,425, Martin, 1st July—Saigon 26th June, Rice—Jardine, Matheson & Co.

CLEARANCES.
AT THE HONGKONG MASTERS' OFFICE.
1st July.
Catherina Appear, British str., for Singapore.
Glenesk, British str., for Shanghai.
Haway, British str., for Amoy.
Nekkenburg, German str., for Kobe.
Nansong, British str., for Shanghai.
Shinchiku Maru, Japanese str., Semarabaya.
Tentan, British str., for Saigon.
Turgestan Maru, Jap. str., for Ocean Island.

DEPARTURES.

1st July.
CHOSHUN MARU, Japanese str., for Swatow.
GENO, British str., for Straits.
KWONGSANG, British str., for Shanghai.
NATHILDE, German str., for Haiphong.
SILA, British str., for Singapore.
TOA MARU, Japanese str., for Singapore.
SHIPPING REPORTS.
The British str. Teas reports: Leaving Manila on the 23rd June experienced moderate to fresh winds from S.S.E. to S.W. and confused sea until the morning of the 1st July, when the weather got very thick and rainy, and several hours was lost through having to reduce speed on account of the thick weather.
The British str. Fookeng reports: Experienced very strong S.W. S. and S.E. winds, with rough sea, after clearing Formosa Channel, weather thick with very heavy rain. Between Ossaka and Braker Point experienced strong set-to N.W. especially between the Lamnoco and Braker Point, when it was about 22 knots strong. Barometer below normal.

VESSELS IN DOCK.

July 1st.
KOWLOON DOCK—Gloria, Saria Bandjer, Choufa, Heangho, H.M.S. Whiting, Clam, Rob, Lebady, Sui Cheung, Zafiro, Valdeen, Siai.
CONSTITUTION DOCK—Vestfold.
TAIPO DOCK—Union Shasi, Hephaestus, Signal.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.
(Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship
CATHERINE APCAR,
Captain G. F. Hudson, will be despatched for the above Ports TO-DAY, the 2nd July, at NOON.
For Freight or Passage, apply to
DAVID SASSON & CO., LTD.
Agents.
Hongkong, 29th June, 1910. [770]



AMERICAN ASIATIC STEAMSHIP CO.
FOR NEW YORK VIA PORTS
AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"INDRASANITA" On 5th July, 5 P.M.
For freight and further information apply to
SHEWAN, TOME & CO.,
General Agents.
Hongkong, 2nd July, 1910. [740]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"PEMBROKESHIRE,"
Captain Hayes, will be despatched as above on or about the 16th July.
This Steamer has superior accommodation for First Class Passengers at Cheap Rates, being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 30th June, 1910. [787]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k.", nearest Hongkong "h.", midway between Hongkong and Kowloon "m.", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaik Pier. 3. From Blaik Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	MALTA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 13th inst.
LONDON, &c., VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. W. H. Snow	P. & O. S. N. Co.	On 9th inst., at Noon.
LONDON, HAMBURG & ANTWERP	GENLHOEY	Brit. str.	—	Hayes	SHEWAN, TOME & CO.	On 15th inst.
LONDON, ROTTERDAM & ANTWERP	PEMBROKESHIRE	Brit. str.	—	Brehmer	JARDINE, MATHESON & CO., LTD.	About 18th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	K. W.	—	HAMBURG-AMERIKA LINIE	On 22d inst.
COPENHAGEN & ST. PETERSBURG	INDEN	Dan. str.	—	—	MELCHERS & CO.	End of Aug.
COPENHAGEN	SIAM	Dan. str.	—	—	MELCHERS & CO.	End of July.
HAVAL & HAMBURG VIA STRAITS, &c.	ALABA	Ger. str.	K. W.	Fuller	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVAL, ROTTERDAM & HAMBURG, &c.	BRASILIA	Ger. str.	K. W.	v. Dohren	HAMBURG-AMERIKA LINIE	About Middle of Aug.
MAURITIUS, &c., VIA PORTS OF CALL	SCANDIA	Ger. str.	K. W.	G. Guionnet	MESSAGERIES MARITIMES	On 17th Aug.
MAURITIUS, &c., VIA PORTS OF CALL	ARMAND BEHIC	Ger. str.	K. W.	K. Homma	NIPPON YUSEN KAISHA	On 5th inst., at 1 P.M.
WESTPHALIA	AKI MARU	Jep. str.	K. W.	—	HAMBURG-AMERIKA LINIE	On 6th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	NIPPON YUSEN KAISHA	On 20th inst., at D'light
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	HAMBURG-AMERIKA LINIE	On 3rd Aug.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	NIPPON YUSEN KAISHA	On 14th inst., at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	HAMBURG-AMERIKA LINIE	On 5th inst., at 5 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	ARNHOLD, KARBERG & CO.	On 13th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	CANADIAN PACIFIC R. CO.	On 16th inst., at 6 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	CANADIAN PACIFIC R. CO.	On 16th Aug., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO., LTD.	On 5th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	CANADIAN PACIFIC R. CO.	On 19th inst., at 4 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	NIPPON YUSEN KAISHA	On 16th Aug., at 4 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	OSAKA SHOSEN KAISHA	On 13th inst., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	TOYO KISEI KAISHA	On 24th Aug., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	NIPPON YUSEN KAISHA	On 5th Aug., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	BUTTERFIELD & SWIRE	On 16th inst., at D'light
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	MELCHERS & CO.	On 7th inst., at 4 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	NIPPON YUSEN KAISHA	On 26th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	MELCHERS & CO.	On 6th inst., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	NISSHA MARU	Quick despatch.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	JARDINE, MATHESON & CO., LTD.	On 5th inst., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	JARDINE, MATHESON & CO., LTD.	On 5th inst., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	NIPPON YUSEN KAISHA	On 6th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	P. & O. S. N. CO.	About 7th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	MELCHERS & CO.	About 13th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	HAMBURG-AMERIKA LINIE	On 14th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	OSAKA SHOSEN KAISHA	On 14th inst., at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	HAMBURG-AMERIKA LINIE	On 28th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	MELCHERS & CO.	End of July.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	JAVA-CHINA-JAPAN LINIE	Quick despatch.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	OSAKA SHOSEN KAISHA	On 5th inst., at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	To-morrow, at Daylight
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 4th inst., at 3 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	To-day, at 2 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	To-morrow, at Daylight
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 4th inst., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 5th inst., at Noon.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 6th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 7th inst., at 4 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	About 7th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	About 13th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 14th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 14th inst., at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 28th inst.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	MELCHERS & CO.	End of July.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	JAVA-CHINA-JAPAN LINIE	Quick despatch.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	OSAKA SHOSEN KAISHA	On 5th inst., at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	To-morrow, at Daylight
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 4th inst., at 3 P.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	To-morrow, at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 5th inst., at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 6th inst., at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 7th inst., at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 8th inst., at 10 A.M.
WESTPHALIA	NISSHA MARU	Jep. str.	K. W.	—	DODWEIL & CO.	On 9th inst., at 10 A.M.
WESTPHALIA						

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAVA Capt. A. Thompson ...	2 P.M., 2nd July	Freight only.
SHANGHAI	DELHI Capt. G. W. Gordon, B.N.E.	About 7th July	Freight and Passage.
LONDON via USUAL PORTS	DELTA Capt. B. W. H. Snow ...	Noon, 9th July	See Special of CALL.
SHANGHAI TAKU, NA-GASAKI, MOJI, KOBE and YOKOHAMA	CANDIA Capt. W. R. Hickey ...	About 11th July	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and MARSHALLS.	MALTA Capt. G. M. Montford, B.N.E.	About 13th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 2nd July, 1910.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON	TIENTSIN	On 2nd July, 4 P.M.
SHANGHAI	ANHUI	On 3rd July, 12 M.
AMOY, CEBU & ILOIO	KAIFONG	On 4th July, 10 A.M.
HAIPHONG	CHIHUA	On 5th July, 3 P.M.
MANILA	TEAN	On 5th July, 4 P.M.
SAMARANG & SURABAYA	SHANTUNG	On 6th July, 4 P.M.
CHEFOO & TIENTSIN	KUEICHOW	On 7th July, 4 P.M.
SHANGHAI	CHENAN	On 7th July, 4 P.M.
MANILA, ZAMBOANGA, THIERS, DAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, BANE, SYDNEY & MELBOURNE	CHANGSHA	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHEHAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo or through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd July, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)			
FOR	STEAMERS	TO SAIL	
SHANGHAI, KOBE & MOJI	NAMSANG	Monday, 4th July, Noon.	
MANILA	YUENSANG	Monday, 4th July, 4 P.M.	
TIENTSIN VIA SWATOW, WEI-HAIWEI & CHIEFOO	CHEONGSHING	Tuesday, 5th July, Noon.	
SHANGHAI via SWATOW	CHOYSANG	Tuesday, 5th July, Noon.	
SINGAPORE-PENANG & CALCUTTA	FOOKSANG	Wednesday, 6th July, Noon.	
MANILA	LOONGSANG	Friday, 8th July, 4 P.M.	

RETURN TOURS TO JAPAN.

OCCUPYING 22 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Manila to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo or through Bills of Lading to Yangtze Ports, Chaofoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 2nd July, 1910.

GENERAL MANAGER [14]

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	INDIEN	End of July.
COPENPAGEN	SLAM	End of July.
COPENPAGEN and ST. PETERSBURG	INDIEN	End of August.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 2nd July, 1910.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, leaving Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN LEAVING.

HAIYANG	Capt. A. E. Hodgins	SUNDAY, 3rd July, at 10 A.M.
HAICHING	Capt. W. C. Passmore	TUESDAY, 5th July, at 10 A.M.
HAITAN	Capt. J. W. Evans	FRIDAY, 8th July, at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

CAPTAIN LEAVING.

HAIMUN	Capt. A. H. Stewart	SUNDAY, 3rd July, at 10 A.M.
		WED'DAY, 6th July, at 10 A.M.

The s.s. "Haiyung" will not call at Swatow.

Steamers will arrive at and Depart from the Company's Wharf (near Black Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fare to Foochow and Return will be Allowed.

For Freight and Passage apply to

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 2nd July, 1910.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS	TONS.	SAILING DATES.
AKI MARU	7,000	WED'DAY, 6th July, at Daylight
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PEGU, PENANG, COLOMBO and PORT SAID	9,000	WED'DAY, 20th July, at Daylight.
KAGA MARU	7,000	WED'DAY, 3rd Aug., at Daylight
SADO MARU	7,000	SATURDAY, 16th July, from KORE

VICTORIA, B.C. and SEATTLE, via KEELUNG, TAIPEI, MOJI, KOBE, YOKOAKI and SHIMIZU

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

BOMBAY via SINGAPORE and COLOMBO

NIKKO MARU

YAWATA MARU

WAKASA MARU

ATSUTA MARU

HAKATA MARU

DAIGI MARU

NISSHO MARU

BUJUN MARU

JOSEN MARU

CHOSHUN MARU

YUEN MARU

